





## Business Notices.

Stands on race days can fail to observe that in nine cases out of ten the pony racing is more loosely looked upon as a convenient means of gambling, as a substitute for birds or dice. And the evil isn't confined to the racetrack, for the spirit of gambling quickens and there betrays itself in other modes long after the races are over. We do not say that the Jockey Club should enter into any crusade against gambling, but we do think they should cease to encourage it. The totalisator may offer a fairer means of gambling than the nondescript bookmakers do, but it is gambling or betting all the same, and the very security it offers tends to increase the extent of the evil. The Jockey Club are simply repeating on a smaller scale the ruinous attempts that have been made by the managers of licensed gambling, and the

by some disastrous consequences are sure to result. Make gambling easy and it flourishes. The new law, if passed, will strike at the totalisator, and if the Jockey Club have not the good sense to withdraw from the business of their own accord, we trust the authorities will show no impartiality in the

enforcement of the law. The police seem to act on the supposition that the gambling laws are in abeyance during the race season, and that the community are entitled to three days' unlicensed gambling. The enormous extent to which advantage is taken of this relaxation by the Chinese shows what a gehenna Hongkong would become if the gambling laws were abolished. Gambling is no more tends to good sport than it tends to good morals, and it is time the authorities realised this fact.

argued that gambling *per se* is not an event. The nature of the transaction is thus represented:—‘In exchange for your promise to pay me if I win, I promise to pay you if you win.’ There is here an exchange

promised to pay, and gambling is thus of a disguised form of trade. Moreover, the apologists, an element of gambling enters into most business transactions, and it is impossible to uproot it without paralyzing the trade of the world. These are very specious but very fallacious arguments. If we define an evil as any act which militates against the welfare of a social state or the happiness of the individual, it is evident at once that gambling must be classed as an evil. For by a gambling transaction one man gains at

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expense of another and the loser is made unhappy thereby. That he entered into the transaction willingly does not affect the result, nor does the fact of his having received a conditional promise to pay make any radical difference, as some degree of pain must be the consequence of the non-fulfilment of the promise. The unhappiness inflicted on the loser may be

but it never disappears as long as the element of gambling remains. Gambling for sixpenny stakes is as much gambling as stealing a pin is theft, and it remains gambling although diluted by the addition of skill in the game. We do not

that the evil of moderate gambling is  
serious, although there is always the  
of moderation being thrown to the wi  
but if apologists will appeal to first pr  
ples, they must stand the consequences  
the appeal. If they endeavour to n  
what is evil appear to be good, they  
be prepared for plain speaking. It is  
that an element of gambling does

into business transactions, but business is not improved thereby, the very reverse. The financial crises that cause so much suffering are mainly the result of reckless speculation that differs little from gambling.

In discussing this subject a tendency is shown to confound legitimate speculation and gambling. A merchant who purchases wheat that is not yet out of the ground

speculates, but does not gamble. It  
turn out that, owing to insufficient  
ledge, he has made a bad bargain; b  
jury to somebody does not follow as  
necessary consequence of his action, as i

many in a pure gambling transaction. He takes over the farmer's prospects at a price which is less than the market value, and he thinks that he is getting a bargain. If a study were made it might be found that

spread gambling does not enter into our weakened affairs to nearly so great an extent as is alleged, but, whether it does or not, it does not make it less an evil from which commercial men ought to strive to free

There is, of course, no question of State help to suppress gambling and the limit of beneficial State action

have gone at length into the theoretic of the question, because it is necessary to have a clear notion of what gambling essence before attempting to deal with the practical question of its suppression.

subject is a very important one to research in Hongkong, not only in respect to the numerous gambling clubs that exist in the Colony but in respect to share gam-

game  
make  
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It  
SELLING HUMAN BEINGS.—Every

in distress and what in the people  
caused many parents to exchange  
own flesh and blood for money to  
their lives. Many children have be-  
to procure for evil purposes. A  
came to light of an old lady of sixt-  
old, who in order to save herself

starvation, sold her two grand-children to a party who promised to make them doctors, slaves; but for the love of gain the children were again sold to a procurer for about Rs. 100. The authorities are taking active steps to check these abuses.

practices. Those who act as agents in transactions should be severely punished. **Shih Pao.**



first instance of parliamentary institutio  
having been adopted by a people of Tar

London, Feb. 2.—Further particulars of the insurrection at Oporto, in Portugal, show that the rebels numbered 600, composed chiefly of infantry. They were led by only three officers. They broke barracks at 4 o'clock in the morning, and marched to the police barracks and the telegraph offices. The municipal guard and the cavalry remained loyal. The insurgents were intercepted by

the Government infantry. They retreated to the Town Hall, where they commenced measures to overthrow the existing form of government with a view to the establishment of a republic. The rebels nominated a directorate.

Desultory fighting took place till 2 o'clock, when the Town Hall was captured at the point of the bayonet by the Government troops. Three hundred civilians and soldiers were arrested and 20 persons were killed, while 60 were wounded.

The rebels rallied upon support from all parts of the country, which was not forth-

London, February 2.—The revolt in Portugal has died out, and matters are now quite tranquil throughout the country. Further discoveries by the authorities prove that the Republican party had planned a general revolt against the existing Government. It was arranged to start on

*London, Feb. 5.*—It has been ascertained that 100 persons were killed in the late *incursion* at Oporto between the Government troops and the insurgents who seized the

Town Hall.

THE KOCH CURF.

London, February 2.—Some hesitation is being shown by the German Government in accepting the responsibility of the main

Experiments by Professor Bardenheuer have not, it is reported, been very successful. The statement is made, but the

**THE STATES AND CANADA.**  
London, February 2.—A proposal has been made to the United States Government by the Dominion Government of Canada that an attempt be made by a joint commission

to settle a basis on which the trade between the two countries may be extended.

**THE SPANISH FORCES IN THE CAROLINES.**  
London, Jan. 31.—News has reached Madrid to the effect that a terrible disaster

The Spanish soldiers while on the march fell into an ambuscade in almost the same manner as they did on a previous occasion when they lost many officers and men.

The Spaniards, who were thrown into great confusion by the suddenness of the attack, were massacred in great numbers by the hostile tribes, the force being almost annihilated.

The Spanish commander was so mortified by the disastrous defeat of his troops that

**THE IRISH QUESTION.**  
London, Feb. 2.—In addressing a meeting at Ennis, Mr Parnell said that in a few days it would be known that he had secured for Ireland a real independent Parliament, with power to settle the la-

Feb. 3.—The Standard states that the Liberal leaders are agreed that an Imperial Parliament should have the control of the police and the settlement of the land question, but that they insist upon the right of the Imperial veto. It also states that the Liberal Unionists are in agreement with the Liberals on these points.

**London, Feb. 5.**—The *Standard* announces that Mr Gladstone will shortly reveal his pledges in regard to Home Rule.

**London, Feb. 5.**—Mr Justin McCarthy has promised to disclose on the 12th instant the terms of the settlement with

Parrell in regard to the leadership of the Irish party. [A subsequent telegram states that all hope of healing the split had been abandoned.]

MISCELLANEOUS.

London, Feb. 2.—Rev. Edward Plumptre, Dean of Wells, a well-known author and

**London, February 8.**—The railway union has decided to remain neutral in connection with the strike of coal temperers at Cardiff.

3,000 men are now in the railway. I have been asked to boycott the goods belonging to the Shipping Federation. I have received offers of help from 2 dockers. The members of the Seamen, Firemen's and other Unions at Hull refused to work with free workmen.

who lately appealed to the country on trade policy, has issued a manifesto declaring that the Government intend to develop the resources of Canada as an integral part of the British Empire.

The imports into Great Britain for month of January show a decrease of £4,000,000 as compared with the corresponding month of the previous year; the exports a decrease of £1,750,000.

The Committee of the American Representatives have passed a resolution sympathizing with the persecuted Jews in Russia. Baron Hirsch gave 12,000,000 francs to promote

An avalanche in Switzerland killed 100 people.

Parrell claims to have the nomination of the majority of the Irish. Candidate for the next election.

China is about to issue a 4 1/2 per cent.

of £7,000,000.

Leayard and Sons, woollen manufacturers, at Huddersfield, have suspended payment and two other firms are said to be in difficulties.

There are 35 malcontents among (stone's) members who fear that Par-

February 10.—A most extensive affecting all parts seems likely in Britain in consequence of the combined resistance of the labor Unions against labor employed by the Shipping Federation. It is feared that 140,000 men connected with the Maritime Unions

shortly be involved. The stowdore the Albert Docks have struck work. Mann stated that they intend to block steamers of the British-India Co., S. Saville and Albion Co., and the New Land Co's.

The labor unions of Chicago threaten

Australian shipowners are now discussing their own vessels at the London D. The Ormonde Club are offering a of £2,000 for Sullivan to box Slavi rounds.



## Intimations.

PEAK HOTEL,  
VICTORIA GAP, PEAK.

ADJOINING THE TRAMWAY TERMINUS.

THE most beautiful position in the environs of Hongkong, situated 1,250 feet above Sea-level, commanding magnificent Views of the City and Harbour of Victoria, the mainland of China and neighbouring islands.

Cool Southern breezes in Summer with perfect protection from the N. E. Winds of Winter.

There is excellent Accommodation for Visitors, with every comfort, convenience and attention.

The CHINESE is under the best supervision and every luxury obtainable is supplied.

WINE, &c.,—the best BRAND and FINEST QUALITIES only are kept.

## TERMS MODERATE.

TELEPHONE No. 29.

PEAK HOTEL AND TRADING COMPANY, LIMITED, Proprietors.

Hongkong, February 13, 1891. 301

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's VESSELS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Secretary is requested, when immediate steps will be taken to remedy the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1885. 1455

CHAS. J. GAUPP &amp; Co., Chronometer, Watch &amp; Clock Makers, Jewellers, Gold &amp; Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VARIABLELY CALIBRATED BINOCULARS AND TELESCOPIES. RETURN OF LIQUID AND OTHER COMPANIES. ADMIRALTY &amp; IMRAY CHARTS. NAUTICAL BOOKS.

English SILVER &amp; ELECTRO-PLATED WARE. CHRISTIE &amp; Co.'s ELECTRO-PLATED WARE. GOLD &amp; SILVER JEWELLERY in great variety.

## DIAMONDS

DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS. HONGKONG TELEPHONE EXCHANGE.

8.—Arnold, Karlberg & Co.  
26.—Ailes Memorial Hospital.  
41.—Adanson, Bell & Co.

18.—Batterfield & Swire.  
35.—Brodie, W., Residence.  
46.—Bellis & Co.  
47.—Bellis, E. R., Kingsclere.  
48.—Bellis, E. R., The Blythe.

1.—Hartigan, Dr. Wm., Queen's Road.  
2.—Gardner, Dr. J., Queen's Road.  
3.—Cassidy, Dr. J., Peak.  
4.—China & Japan Telephone Co., Ltd.  
10.—Chater & Vernon.  
15.—Central Police Station.  
21.—China Mail.  
30.—China Bank Co., Ltd., Steam Saw Mill, Bowington.

49.—Clarke & Co.  
55.—Cowie, Dr. Alex.  
12.—Daily Press.  
17.—Dagley & Co.  
60.—Dakin Bros. of China, Ltd.

14.—E. & A. China Telegraph Co., Ltd.  
66.—Ezra, N. N. J., Residence.  
79.—Excell & Joseph.

4.—Foster, F. T. G.  
14.—Great Northern Telegraph Co.  
31.—Gibb, Livingston & Co.  
44.—Government House.  
75.—Gordon, A. G. & Co., Praya.  
76.—Gordon, A. G. & Co., Bowington.  
80.—Government Civil Hospital.

20.—Hongkong & Whampoa Dock Co., Ltd.  
25.—H. & W. Dock—Aberdeen Dock.  
27.—Holliday, Wise & Co.  
31.—Holliday, J. F.  
32.—Hongkong Hotel, Public Telephone.  
33.—Hancock, W. St. John H., c/o.  
45.—Hughes & Ezra.  
64.—Homes & Rolyke.  
67.—Hughes, E. J., Residence.  
68.—Hirst, Chas., Residence.  
74.—Hongkong Land Investment & Agency Co., Ltd.  
77.—Ho Tung, Praya Central.  
78.—Ho Tung, Seymour Terrace.  
79.—Ho Tung, Honan Street.  
81.—Hongkong & Kowloon Wharf & Godown Co., Ltd.

23.—Jordan, Dr. G. P.  
43.—Jordan, Dr. G. P., Residence.  
50.—Imports & Export Office.  
53.—Judd, Wm., Peak.  
71.—Jardine, Matheson & Co.  
72.—Jardine, Matheson—Sugar Refinery.

5.—Linstead & Davis.  
39.—Mackintosh, E., Residence.  
73.—Milit, Martin, & Mitjans.  
10.—P. & O. S. N. Co.  
29.—Peak Hotel.  
29A.—Peak Hotel & Trading Co., Craigieburn.

15.—Rassell & Co.  
51.—Ray, E. C.  
52.—Sailors' Home.  
59.—Soy Shing.  
61.—Stevens, Geo. R. & Co.  
62.—Stevens, Geo. R., Residence.  
69.—Stollerfoht & Hirt.

1.—The Hongkong Telegraph.  
9.—The Hongkong & Shanghai Banking Corporation.  
56.—Victoria Hotel, Public Telephone.

16.—Watson, A. S. & Co.  
2.—The Exchange is open day and night.

A. SANDFORD, Agent.

1244

## Intimations.

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$3,000,000. PAID-UP CAPITAL, 2,500,000. RESERVE FUND, 1,250,000.

Board of Directors: Hon. J. J. KESWICK, Chairman. Managing Director: Hon. C. P. CHATER.

LEE SING, Esq., Vice-Chairman. S. C. MICHAELSEN, Esq., J. S. MOSES, Esq., G. E. NOBLE, Esq., TOUN PONG, Esq., D. R. SASSOON, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &amp;c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. 844

WINDSOR HOUSE, HONGKONG, No. 3, QUEEN'S ROAD CENTRAL, PRIVATE BOARD AND RESIDENCE, FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well-furnished Bed Rooms with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1082

MAC'S AINE SPECIAL BLEND OF FINEST OLD VATTED SCOTCH WHISKY.

Of unsurpassed body and exquisite and highly refined flavor.

Price, \$10 per Case.

Sole Agent, JOHN D. HUTCHISON, Hongkong, October 30, 1890. 1875

SAILOR'S HOME. ANY Out-of-Order, Books, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1887.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALBA, British barque, Capt. Munro. WILSON &amp; Co.

BELL, of OREGON, Amer. barque, Capt. Chubb. Russell &amp; Co.

JOHN BAILEY, American barquentine, Captain F. P. Shepherd. Master.

LANDKRONKA, British barque, Capt. Jas. W. Boyd. Jardine, Matheson &amp; Co.

PENNAR, British barque, Captain John Inskip. Gibb, Livingston &amp; Co.

STERLING, American ship, Geo. W. Goodwin. Russell &amp; Co.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAHIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

V.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERKIAN GULF, PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LADEN AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BENGAZ, Captain W. BARRETT, with Her Majesty's Mails, will be despatched from this port for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 6th March, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed to Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, February 26, 1891. 338

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be dispatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 10th March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco ... \$225.00 To San Francisco and return ... 333.75 available for 6 months ... 325.00 To Liverpool ... 332.00 To London ... 332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, to the United States, should be sent to the Company's Office in Sailed Packages, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, February 16, 1891. 314

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 11th March, 1891, at Noon, the Company's S.S. CALEDONIAN, Capt. J. M. Munro, with Mails, Passengers, Specie, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles and the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th March, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. D. HAMPEL, Agent.

Hongkong, February 25, 1891. 300

Accidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

THE Steamship CAELIO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 21st March, 1891; at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco ... \$225.00 To San Francisco and return ... 333.75 available for 6 months ... 325.00 To Liverpool ... 332.00 To London ... 332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, February 26, 1891. 402

## Mails.

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN &amp; HAMBURG.

POETS IN THE LEVANTE, BLACK SEA &amp; BALTIC PORTS; ALSO, LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON and LAKE PASSAGE AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 10th day of March, 1891, at 11 a.m., the Company's S.S. AEGAR, Captain H. SCHMIDT, with Mails, Passengers, Specie, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 10th of March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Accompanying Nurses.

For further Particulars, apply to the Agency.

MELIERS &amp; Co., Agents.

Hongkong, February 16, 1891. 317

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India Tuesday March 31st.

Parthia Tuesday April 25th.

Empress of Japan Tuesday May 26th.

THE Steamship EMPRESS OF INDIA, Capt. O. P. MARSHALL, R.N.R., sailing at noon, on TUESDAY, the 31st March, with Her Majesty's Mails, will proceed to YANCOUVER, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong, First Class, To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. ... \$225.00

To Banff, Calgary ... \$225.00 To Winnipeg ... \$275.00 To Minneapolis, St. Paul, Duluth ... \$225.00 To Chicago, Kansas City, St. Louis, Milwaukee, Cleveland, Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Can.), Toronto, Niagara Falls ... \$300.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me) Halifax, St. John ... \$310.00

To Liverpool and London ... \$325.00 To Paris and Bremen ... \$345.00 To Havre and Hamburg ... \$355.00

Through Passage Tickets to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service in China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

12 months at 35 percent. off Return Fare (Time reckoned from date of issue to date of re-embarkation at Vancouver).

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 percent off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at 65 percent off the Return Fare.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to the Agency.

ADAMSON, BELL &amp; Co., Agents.

Hongkong, February 21, 1891. 351

## INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

(THE Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.)

NORTON &amp; Co., Agents.

Hongkong, July 15, 1887. 1340

ATLAS ASSURANCE COMPANY OF LONDON.

(THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.)

EDUARD SCHELLHASS &amp; Co., Agents.

Hongkong, April 12, 1890. 250

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL &amp; Co., Agents.

Hongkong, November 14, 1890. 1951

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the 1st Works. 2. From 1st Works to the 2nd Works. 3. From 2nd Works to the 3rd Works. 4. From 3rd Works to the 4th Works. 5. From 4th Works to the 5th Works. 6. From 5th Works to the 6th Works. 7. From 6th Works to the 7th Works. 8. From 7th Works to the 8th Works. 9. From 8th Works to the 9th Works. 10. From 9th Works to the 10th Works. 11. From 10th Works to the 11th Works.

Section. 1. From Naval Yard to Blue Buildings. 2. From Blue Buildings to East Point. 3. From East Point to North Point. 4. From North Point to Kowloon Wharf. 5. From Kowloon Wharf to the 1st Works. 6. From the 1st Works to the 2nd Works. 7. From the 2nd Works to the 3rd Works. 8. From the 3rd Works to the 4th Works. 9. From the 4th Works to the 5th Works. 10. From the 5th Works to the 6th Works. 11. From the 6th Works to the 7th Works. 12. From the 7th Works to the 8th Works. 13. From the 8th Works to the 9th Works. 14. From the 9th Works to the 10th Works. 15. From the 10th Works to the 11th Works.

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